20020201.ba v03_n289.bam.20020201

>From ???@??? Fri Feb 1 06:37:13 2002 -0600
Message-Id: <200202011237.g11Cb2Oe010998@sco.theporch.com>
Date: Fri, 1 Feb 2002 12:36:39 GMT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 3289

BOATANCHORS Digest 3289

Topics covered in this issue include:

1) AN/GRR-24
   by "j.foster" <j.foster@microbio.usyd.edu.au>
2) Re: BAs For Sale TTY-28 ASR
   by "John Dilks, K2TQN" <oldradio@worldnet.att.net>
3) Re: More WD-40, (beating a dead horse etc.)
   by "Barry L. Ornitz" <ornitz@tricon.net>
4) Re: More WD-40, (beating a dead horse etc.)
   by Michael Watts <wy6k@yahoo.com>
5) USN CCI-43040
   by "Marty's Refl. Drop" <polepeeg@aa4rm.ba-watch.org>
6) Re: More WD-40, (beating a dead horse etc.)
   by Jack Harper <jharper@bsi2000.com>
7) Re: More WD-40, (beating a dead horse etc.)
   by Gary Pewitt N9ZSV <gpewitt@execpc.com>
8) Re: USN CCI-43040
   by Kargokult@aol.com
9) Who repaints HQ cabinets and panels?
   by Michael Watts <wy6k@yahoo.com>
10) Re: USN CCI-43040, etc.
   by "Marty's Refl. Drop" <polepeeg@aa4rm.ba-watch.org>

Message-Id: <200202010007.LAA00326@lorica.ucc.usyd.edu.au>
Date: Fri, 01 Feb 2002 11:07:55 +1100
To: Old Tube Radios <boatanchors@theporch.com>
From: "j.foster" <j.foster@microbio.usyd.edu.au>
Subject: AN/GRR-24
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Greetings Anchorites:

Does anybody have any manuals, circuit diags. etc for this UHF mil. aviation band receiver?

If so I would love to have copies (or originals). All costs reimbursed of course.

Regards: John Foster.

Message-Id: <5.1.0.14.0.20020131191148.0215d4a0@postoffice.worldnet.att.net>
Date: Thu, 31 Jan 2002 19:17:04 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "John Dilks, K2TQN" <oldradio@worldnet.att.net>
Subject: Re: BAs For Sale TTY-28 ASR
Cc: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

At 03:30 PM 1/31/2002 -0500, you wrote:
>Just $25: Mechanical teletype: I have a huge old Teletype Model 28 ASR in my
>basement that I'd like to get $25 for. It comes with spare chassis for all
>the mechanical parts and a complete set of manuals in original Teletype
>binders. This is 4 feet long and weighs 200 pounds.

Hi Don,

No I don't want it, but I just had to say --- I would have killed for one once, way back. Later, I did end up with one, back in the late 60's - early 70's, and ended up giving it away when I had to get busy and build my (then) new home. I sure hope you find someone who will marvel over it, like we once did.

Pleasant memories!

73' John, K2TQN

Message-ID: <014801c1aac1$b5a53e00$865462d8@naxs.com>
From: "Barry L. Ornitz" <ornitz@tricon.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: More WD-40, (beating a dead horse etc.)
Date: Thu, 31 Jan 2002 20:41:52 -0500
MIME-Version: 1.0
Content-Type: text/plain;
     charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Friends,

I have not been following the Old Tube Radios list lately due to time conflicts. But I have saved all the messages and I intend to read them all when time permits. Scanning the subjects, however, I noted the following article which caught my interest. I probably should have joined the discussion earlier. My apologies for not doing so...

I hope Greg is not referring to me as the expert he spoke with. I recall Greg had asked me questions about WD-40 in the past, but what he quotes appears somewhat different than what I expect I may have said, or perhaps taken slightly out of context. I know our group has several chemists and perhaps another chemical engineer, but I also have written many posts about WD-40 on this list over the years.

WD-40 according to its latest MSDS from the manufacturer is made of Aliphatic Petroleum Distillates (approximately 70 percent), Petroleum Base Oil (greater than 20 percent), and Other Ingredients (less than 10 percent). This MSDS does not go into detail but it lists the Chemical Abstracts reference number for the ingredients. This is done purely to confuse people as their old MSDS information of the early 1990's gave the details. If you look up the CAS numbers, you will find that CAS 8052-41-3 is Stoddard Solvent. This is a refined kerosene cut from petroleum distillation with tighter boiling point specifications than the kerosene commonly sold as fuel (and without the gel-suppressing additives). So the aliphatic petroleum distillate is merely Stoddard Solvent. The petroleum base oil is CAS 64742-65-0. Looking this up, you will find it is mineral oil that has been solvent dewaxed. Chemically it is very much like ordinary motor or gear oil (but without the viscosity and anti-oxidant additives).

So WD-40 is mainly Stoddard Solvent with some light mineral oil dissolved in it. The other ingredients, those that they are so secretive about, used to be various tin, zinc and other metal salts (according to my old MSDS information). These are used as anti-oxidants for the most part. I do not know what is used in WD-40 today. But the main differences between motor oil, certain transmission fluids, hydraulic fluid, and many vacuum pump oils are these anti-oxidant ingredients. The exact choice depends on what metal the oil will be used with, with aluminum having somewhat different requirements than steel. Low vapor pressure additives are needed with vacuum pump oils, and high temperature additives are needed with transmission fluids. Calcium sulfonate and zinc dialkyl-dithiophosphate are popular materials these days in many such oils. Such materials can eventually absorb moisture and become slightly conductive after long periods of time (and after most of the oil evaporates). There are probably several reasons why WD-40 does not list its exact ingredients. First, of course, is that they want to maintain their "mystique". But I suspect that another reason is that the ingredients change from batch to batch depending on whose oil they buy. Different suppliers use different anti-oxidants. A full chemical analysis of WD-40 would probably be fruitless for this reason.

As to the WD-40 "mystique", I think their initial offering caught on because it was in an aerosol can. From then on, the rest was hype (see their web site if you like this sort of pseudoscientific junk). I do not believe their story about the stuff being the 40th formulation tried. Kerosene/mineral oil mixtures had been used for years as penetrating oils. Their early aerosol cans were pressurized with propane and butane which accounts for stories of it being a "starting fluid". To minimize the fire hazard (which is still quite significant), they use carbon dioxide as the propellant today. For electronic applications, I prefer to avoid aerosol applicators anyway, but they do come in handy occasionally.

Going back to the issue of electronic cleaners and lubricants, Stoddard solvent will certainly dissolve quite a bit of old grease. But to really clean old switches and detent mechanisms and such, you may need something more aggressive than this. In the "good old days", when you could still get Freon-TF (trichloro-trifluoro-ethylene), it was the best choice. It would dissolve many silicone greases (that are not touched by Stoddard solvent) as well as petroleum greases, and it did not harm plastics. Today, you often have to use several solvents in succession to fully clean such parts. Starting with Stoddard solvent is a good choice. VM&P (varnish makers and painters) naphtha is similar and will dissolve many of the same things and is commonly available. Remember, it is quite flammable (just like WD-40). After this, I use a second wash with a polar solvent like acetone or isopropanol. Acetone can harm some plastics, but I like it as it degreases better than the alcohol and is not very toxic. Some might suggest the various chlorinated solvents such as trichloroethylene, but these are far more toxic and they can harm many plastics too. No matter which solvents are used, always work in a well ventilated area (preferably outdoors) far away from any source of sparks and flames. Avoid breathing the vapors and wear chemically resistant gloves (the Buna-N nitrile gloves, like the Solvex type are preferred). Do not apply the solvents to hot equipment, and do not turn the equipment back on until the solvent smell is completely gone.

After cleaning, you now need lubrication. While Caig and other manufacturers of electronic lubricants all generally use mineral oils, they use different anti-oxidants. Some typical ones are tocopherol (Vitamin E), butylated-hydroxy-toluene and butylated-hydroxy-anisole (BHT and BHA often seen in food preservatives), and even modified hydroquinones. Each manufacturer has his own preference, but all of these lubricants are designed to not leave conductive residues. These are best for switch contacts. On detent mechanisms, I prefer a longer lasting lubricant such as a white grease or a lithium grease.

And yes, the electronic lubricants and cleaners do not provide lubrication for as long as WD-40 might. But they evaporate fairly cleanly, not leaving a residue behind as WD-40 often does. I would prefer to reapply the lubricant over the potential damage of conductive residues.

Patience and "elbow grease" are often needed for proper contact cleaning. Relying on a shot of WD-40, or even the Caig/Cramolin products, alone is only a temporary expedient. Someone who sprays every switch, tube socket, etc. as the first step in troubleshooting may be wasting his time, and in many cases may be doing more harm than good (you see this suggestion on other lists more often than here).

[Lest I appear one sided, I should note that Caig is guilty of far more meaningless hype than WD-40 ever could be. They make a good product, but I cannot stand the tripe they use to market to audiophools. While I generally trim my posts, I am quoting the entire earlier one because it was posted several digests ago. I do ask that this post not be sent to other lists.]

73, Barry L. Ornitz WA4VZQ ornitz@tricon.net

----- Original Message -----
From: <WA1KBQ@aol.com>
To: "Old Tube Radios" <boatanchors@theporch.com>
Sent: Thursday, January 24, 2002 10:12 PM
Subject: More WD-40, (beating a dead horse etc.)

> As many of you know this list is blessed with a few experts whom often feel compelled out of a sense of their civic duty or something to challenge any advise given in response to someone's request for help. This message is a follow-up to a particular response given by some DX guy to my recent comments about the benefits of using WD-40 to effectively clean switches and controls. You may also remember I said I had tried the Caig Labs DeOxit several years ago and that treatment had to be redone a few months later. This was a bandswitch which became balky again for whatever reason. I retreated it with WD-40 and it is still fine and has never given any more trouble since. Anyway, my piece was called "a lot of blather" from "a lack of any real knowledge." I was taken to task for "not knowing" that the stuff was "mostly just modified kerosene or stoddard solvent." He didn't say he was a chemical engineer but advised me to look it up in any chemical formulary book (available at all real libraries he said). I haven't done that yet but did ask our own resident chemical engineer (Ph.D.) about that and he said he doubted I would find my answer there due to proprietary ingredients. He said the MSDS also will not help much because that is only a list of materials that may present a health safety risk in order to comply with OSHA regulations. He said the only way to positively identify the exact chemical make-up of the solution was by "spectralanalysis." I am willing to bet you will find something more than kerosene in there. Besides the kerosene (or stoddard solvent or whatever) is a "carrier." Its job is to get the ingredients to the job site and then evaporate soon afterwards. It is there temporarily only and is designed to flash off soon afterwards leaving behind the active ingredients whatever they may be. Kerosene is a solvent of course and probably helps with the initial cleaning too before it is vaporized. I am not saying WD-40 is absolutely without a doubt the best thing going but I am in agreement with the Tektronix People who sent a can of the stuff to one of their customers that it is pretty good.

>
> Regards, Greg Gore; WA1KBQ
>

Message-ID: <20020201021127.41503.qmail@web10902.mail.yahoo.com>
Date: Thu, 31 Jan 2002 18:11:27 -0800 (PST)
From: Michael Watts <wy6k@yahoo.com>
Subject: Re: More WD-40, (beating a dead horse etc.)
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset=us-ascii

Barry,

I suspect you will find it at least a little bit humorous when I point
out that the yachting industry could not exist without WD-40. It is
the prescription for many of the things that befall a yacht. If the
deisel won't start, spray it with WD-40. If there's an electrical
problem, spary it with WD-40. If salt water gets on some electrical
stuff, spray it. If salt water gets on mechanical stuff, wash it
with fresh water and then spray it with WD-40.

When the outboard motor on the dinghy won't start, the rule is to
take the top off and spray EVERYTHING in there with a liberal coating
of WD-40. Don't think about it and don't aim. Just spray.

I was skeptical too, but damned if it doesn't work.

One particular incident sticks in my memory. I was stuck in a driving
rain on Christmas eve with a dinghy full of friends who were guests on
our boat when the Nissan 25 hp outboard refused to fire. I pulled
the top off and, in the middle of pouring rain, sprayed everything
inside with WD-40. It started immediately and everyone declared that
I was a genius. Of course, I've tried not to say anything since that
might tarnish that image. And I owe it all to WD-40!

Michael

--- "Barry L. Ornitz" <ornitz@tricon.net> wrote:
> Friends,
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> due to time conflicts. But I have saved all the messages
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>   73, Barry L. Ornitz WA4VZQ   ornitz@tricon.net
>
> ----- Original Message -----
> From: <WA1KBQ@aol.com>
> To: "Old Tube Radios" <boatanchors@theporch.com>
> Sent: Thursday, January 24, 2002 10:12 PM
> Subject: More WD-40, (beating a dead horse etc.)
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> >
> > Regards, Greg Gore; WA1KBQ
> >
>

____
Do You Yahoo!?
Great stuff seeking new owners in Yahoo! Auctions!
http://auctions.yahoo.com

Date: Thu, 31 Jan 2002 21:18:48 -0500 (EST)
From: "Marty's Refl. Drop" <polepeeg@aa4rm.ba-watch.org>
Message-Id: <200202010218.VAA26060@aa4rm.ba-watch.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: USN CCI-43040

This is a 2-4mc xcvr with a superhet RX using 6SK7s & 6K8, etc.

TX seems to be 807 final and paralelled 807s for modulator (Heising?)

Once had an external power supply & transformer iron corral that's sure awol.
Mil-type mail Cannon connector in rear w. scads of pins.

Went to Chesson site & found CCI is contractor called Communications
Corp Inc., whoever that is. Got no further.

My info came from a 'fone call frm CCI-43040 owner. Note, tho, I saw the
frowzy wreck after it got bought at Shelby 2 yr.s back

Now suspect it's a Collins 18M5 that supposedly never saw WW2 prod'n. A
kinda compact TCS. Another bud has one of these.

Any help out there?

  Tnx,

    Marty

Message-Id: <4.1.20020131191348.0364c780@127.0.0.1>
Date: Thu, 31 Jan 2002 19:14:56 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Jack Harper <jharper@bsi2000.com>
Subject: Re: More WD-40, (beating a dead horse etc.)
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 20:41 1/31/2002 -0500, Barry wrote:
>Friends,

Hey -- Barry's back!

Regards to the List,

Jack, W0YJ (Friend to all things Hammarlund)

--
Jack Harper   BSI2000, Inc.
303-231-9095   Lakewood, Colorado USA

"Optical Cards... A Spectrum of Solutions"
http://www.bsi2000.com (Last Update: 010704)

Message-Id: <5.1.0.14.0.20020131203224.02293240@mail.execpc.com>
Date: Thu, 31 Jan 2002 20:34:52 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: Gary Pewitt N9ZSV <gpewitt@execpc.com>
Subject: Re: More WD-40, (beating a dead horse etc.)
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

At 06:11 PM 1/31/2002 -0800, Michael Watts wrote:
>Barry,
>
>I suspect you will find it at least a little bit humorous when I point
>out that the yachting industry could not exist without WD-40.

Huge snip.......

WD..... water displacement. One of the things it is -actually- good for. Fan belt dressing too.

Gary Pewitt N9ZSV
6120 W. Calumet Rd. Apt 204
Milwaukee, WI 53223
Sturgeon's Law " Ninety percent of everything is crap."

From: Kargokult@aol.com
Message-ID: <134.8a22aef.298b6f0c@aol.com>
Date: Thu, 31 Jan 2002 23:09:48 EST
Subject: Re: USN CCI-43040
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

The 18M is a tombstone format thing and tunes up to 12 MHz or a little
higher. The format is over/under but i cannot recall which is on bottom
and which is on top- rec. or xmtr. It's also listed in one of the US Army
Comm Engineering TM - Equipment catalogs under 'British Equipment'.
I do not think there ever was an AC supply. The manual shows a
dynamotor supply. Interesting that there are at least a few about.
I have one in storage, won't get to it again til i have succeeded in
downsizing my accumulation some.
Also, i cannot imagine CCI ever built this. Not that many were built that
Sam had to go to suppliers other than Collins. CCI built some pretty
cute gear, but not the TCH (18M).
Hue

Message-ID: <20020201052517.66921.qmail@web10907.mail.yahoo.com>
Date: Thu, 31 Jan 2002 21:25:17 -0800 (PST)
From: Michael Watts <wy6k@yahoo.com>
Subject: Who repaints HQ cabinets and panels?
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset=us-ascii

Does anyone out there do a really professional job of repainting
cabinets for the HQ stuff? Same question for the front panels?

Thanks,
Michael

____
Do You Yahoo!?
Great stuff seeking new owners in Yahoo! Auctions!
http://auctions.yahoo.com

Date: Fri, 1 Feb 2002 07:35:31 -0500 (EST)
From: "Marty's Refl. Drop" <polepeeg@aa4rm.ba-watch.org>
Message-Id: <200202011235.HAA02744@aa4rm.ba-watch.org>

To: Old Tube Radios <boatanchors@theporch.com>
Cc: Kargokult@aol.com
Subject: Re: USN CCI-43040, etc.

Hue you are always full of it! Good stuff

This too is 'tombstone format' & looks to be ship-to-shore or pre-ww2 tower set for private airplanes (400kcs & 4310).

Private airplanes now 'civil aviation'

And I've never seen anything from CCI 'til this. It is a 'cute stuff' example OK

TCH, eh? I`ll be durned. Rockwell has no recort of gummint buys.

Rockwell is building a museum & they really want my bud's 18M. You may have ur retirement there OM.

They had 18M paper & sent it to him & I can u a copy dispatched.

Think u know I've a complete TCS here that I use some - but didn't get to in last AWA. Ran RME69 & Stancor69 exclusively. Told 1 guy that pair play so well together that it might be best of pre-Pearl Harbor hamming.

So why'd u go silent on the BC1000/BC611 audio-band impulse `boost` supply? Send ur address & I'll mail u a copy.

In BC611 u put it in D-cell sized plastic cylinder & use 3 D-cells (4.5V) in 'HV channel' for power. 2 D-cells paralleled for fil.s. All 5 D-cells die together @ about 1.5 hrs use. Not bad. Same supply on BC1000 runs w. 6V gell cell. So much xtra oomph in cells that 2 Si seriesed diodes used to drop 6V to 4.5 for fil.s. Granted, a waste, but bat.s last 2 hrs. between charges. Plenty of time to finish off that machine-gun nest.

NOTE NOTE NOTE. Now hear this. BC1000 most radioactive radio thing ever seen. Best used in wheelbarow w. long extension to handset.
Be damn careful!!!!

Had funny thot of radon inspector going into collector's house & getting near one of those units. House'd be a superfund site in an hour.

Marty

`From owner-boatanchors@theporch.com Thu Jan 31 23:10 EST 2002

`From: Kargokult@aol.com
`Date: Thu, 31 Jan 2002 23:09:48 EST
`Subject: Re: USN CCI-43040
`To: Old Tube Radios <boatanchors@theporch.com>
`MIME-Version: 1.0
`Content-Transfer-Encoding: 7bit
`X-Listprocessor-Version: 8.2.07 -- ListProc(tm) by CREN
`
`The 18M is a tombstone format thing and tunes up to 12 MHz or a little
`higher. The format is over/under but i cannot recall which is on bottom
`and which is on top- rec. or xmtr. It's also listed in one of the US Army
`Comm Engineering TM - Equipment catalogs under 'British Equipment'.
`I do not think there ever was an AC supply. The manual shows a
`dynamotor supply. Interesting that there are at least a few about.
`I have one in storage, won't get to it again til i have succeeded in
`downsizing my accumulation some.
`Also, i cannot imagine CCI ever built this. Not that many were built that
`Sam had to go to suppliers other than Collins. CCI built some pretty
`cute gear, but not the TCH (18M).
`Hue
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End of BOATANCHORS Digest 3289
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